PITTSBURGH GAZETTE.

PUBLISHED BY WHITE & CO.

PITTSBURGH.

TUESDAY MORNING, FEBRUARY 22, 1853.

☞ READING MATTER WILL BE FOUND ON EACH PAGE OF THIS PAPER.

☞ PITTSBURGH WEEKLY GAZETTE.—The extensive circulation of our Weekly Gazette offers to our business men a most desirable medium of making their business known. Our circulation is between four and five thousand; reaching almost every village and country in Western Pennsylvania and Eastern Ohio.

☞ TO ADVERTISERS.—Neither the Editorial Rooms nor Printing Establishment of the DAILY GAZETTE, are opened on Sunday. ADVERTISERS who desire their notices to appear in the paper on Monday morning, will please hand them in before 5 o'clock, on Saturday evening.

☞ RAILROAD OPEN TO LOUDONVILLE.—By an advertisement in to-day's paper, it will be seen that the Ohio and Pennsylvania Railroad will be open to Loudonville, to day.

THE PITTSBURGH AND STEUBENVILLE RAILROAD.—The unpleasant intelligence has reached here that the right of way for the Steubenville Railroad through the narrow strip of Virginia territory has been defeated in the House of Delegates of the Virginia Legislature. The mat l fact justice of this right is so clear, that it is amazing that any grave Legislative body could have refused it. Their refusal we owe to the Wheeling influences, which has so long governed, all the legislation of Virginia in the "panhandle." We trust the Directors and friends of the Steubenville road will not let this misfortune discourage them, as we feel a thorough conviction that a sense of justice will finally compel the Virginia Legislature to grant so reasonable a request.

BISHOP O'CONNOR has been lecturing in Baltimore against free schools. His address fills over four columns of the *Chronicle* of yesterday. In the hasty glance we had time to give it, we saw no new argument procented. The Bishop is as decided as ever in his opposition to free and general education of the people at the Common School. He says:

"The Public Schools, as at present constituted, are a monopoly, and a monopoly of the most odious kind. They necessarily have all the defects to which governmental monopolies are liable They are expensive, galling to individuals, and little substantial advantages are the result."

The Bishop is in a very small minority in his opinion of the free schools. Most persons look upon them as one of the most beneficent and beautiful exhibitions of the justice and philanthropy of the age. Here the rich and the poor meet on a level. Here all distinctions of society, and of political and sectarian opinions, are lost, all merged in the great work of training up the youth of this country with a kindly, catholic, and independent spirit, and in affording to them all, on equal footing, the rudiments of a sound education. Such schools are the safety and bulwark of the land. They are, however, most terribly destructive to bigotry and intolerance; and they are but poor nurseries for boys and girls whom it is desired to train in the habit of yielding up their own judgment in the most important of all concerns, to a priest or confessor. We do not wonder, therefore, at Bishop O'Connor's opposition. If we desired to cramp and dwarf the intellect, and destroy bold and independent thought, we should most assuredly join the cry of "down with the Common Schools."

The Bishop has not forgot the text of his famous lecture at Masonic Hall, last year, in which he claimed for the Catholic Church the honor of originating the free institutions of America and England! He now claims that "*religious liberty*" in America originated with the "Jesuit Fathers!" Hear him:

"The star of religious liberty first arose on this continent in Catholic Maryland. Under the standard of the cross, upheld by the Jesuit Fathers, was it first proclaimed here. From this spot it spread abroad, until it has reigned *almost* every where throughout the length and breadth of the land."

The "Jesuit Fathers" are famous fellows.—If we can believe all that is said about them, even by Roman Catholics themselves, they are saints and devils combined, for they range, in the opinion of their Romish brethren, from the highest points of piety to the lowest depths of wickedness. It remained for Bishop O'Connor, however, to claim for them the distinguished honor of originating and raising the "star of religious liberty!"

TRANSPORTATION OF COTTON.—The opening of new channels of communication between the valley of the Ohio and the Eastern cities, and the consequent cheapening of the cost of transportation, has caused a great diversion of produce to those cities which previously and from necessity found its way to New Orleans for sale and transhipment. This necessity no longer exists, and by the laws of trade it will henceforth seek the most rapid and economical route; and instead of one market, will avail itself of the best out of many now opened, alike for the benefit of the producer as well as the consumer.

In illustration of the inland route, having superior advantages over the route via New Orleans and Ocean navigation to the Eastern seaboard, tables are annexed to show the comparative cost of transportation by both. When the hindrances to navigation at the Falls of the Ohio are overcome, the commerce between the East and the West will exceed all human calculation.

The following table illustrates the present advantages of shipping cotton from Memphis to Philadelphia, by way of Pittsburgh:

Sales *pro forma* Philadelphia, received from Memphis, via Pittsburgh and Pennsylvania Canal, 100 bales cotton, 50,000 lbs @ 11½,		$5,750
CHARGES.		
Freight from Memphis to Pittsburgh,	$176 00	
Insurance to Philadelphia, 1c.,	57 50	
Fire insurance 4c.,	28 75	
Transportation from Pittsburgh to Phila., 40c. ₰ 100 lbs.,	200 00	
Storage, drayage, &c., 50c per bale,	50 00	
Commissions, 2½ per ct.,	143 75	656
Proceeds,		$5 095
Sales *pro forma* Philadelphia received at Philadelphia via New Orleans: 100 bales cotton, 50,000 lbs, @ 11½,		$5,750
CHARGES.		
Freight to New Orleans,	$100 00	
Storage, drayage, &c., at do,	50 00	
Insurance Memphis to Philadelphia 2½ per ct.,	129 38	
Fire insurance, ½ per ct.,	28 75	
Storage, labor, &c., at Philadelphia,	50 00	
Freight from New Orleans to Philadelphia,	500 00	
Commissions, 2½ per ct.,	143 75	1,001 88
Proceeds,		$4 748 12
Excess in favor of Pittburgh route,		$346 88
Add difference in time of delivery, 1 month, equal to ½ per ct., on $5,750;		28 75
		$375 63

Equal to $3,75 per bale.

This difference in the cost of transportation must necessarily bring a great deal of cotton through this place, to the sea-board. Our transporters are now prepared to take cotton to Philadelphia at 40 cents per 100 lbs.—the cheapest rate now offered by any route from the West; and the Canal furnishes a safe, certain, and speedy means of transportation.

The Baltimore and Ohio road, as soon as it is able to carry freight, will charge 45 cts per 100 lbs on cotton. The freight from Memphis to Pittsburgh is the same as to Wheeling and no more.

The last papers from Scotland contain a letter from Mrs. Stowe, addressed to Dr. Wardlaw, and by him read at the second annual meeting of the "Glasgow Female New Association for the Abolition of Slavery." In this letter Mrs. Stowe gratefully acknowledges the receipt of an invitation from the Association to visit Scotland, accepts the invitation, and proposes to be with them in April. She says to Dr. Wardlaw:

"Please to say to those Christian friends who have sent me the invitation in your letter, that I gladly accept it—though, when I get there, I fear that they may be disappointed. I never was much to see, and now I am in feeble health—worn and weary."

In the matter of the suit brought by Col. Chrystie to recover a tract of land in Texas, valued at about half a million of dollars, the Supreme Court of the U. S. have, it is understood, rendered a decision in favor of Col. C.

SALARIES OF JUDGES.—A bill is pending in the Senate of this state, to raise the salaries of law Judges. On the 14th inst. the following proceedings were had:

Mr. Buckalew called up Senate bill No. 232, to increase the salaries of the Judges of the Supreme Court. [Mr. Kieser in the chair.]

Mr. Buckalew moved an amendment, making the increase of salaries to commence on the 1st of March, 1853; which was adopted.

Mr. Buckalew briefly explained the reasons which induced the Committee on Finance to report the bill. The reasons were the great increase of the business of the courts, the inconveniences the judges are subjected to in travelling from point to point, and the onerous duties to which they are subjected. The committee thought their present pay was inadequate.

The bill passed committee of the whole; and coming up on second reading,

Mr Kunkell moved to amend, to increase the salaries of all the Judges of the courts of Common Pleas who receive now $1,600 to $2,000.

Mr. O'Neil moved to strike out the proposed amendment, and substitute one to increase the salaries of all the law Judges in the Commonwealth four hundred dollars.

Mr. Darsie favored the motion to amend, if modified to include the Judges of Allegheny county, on the ground that if they increased any they should increase all. But he was opposed to the whole thing.

Mr. Crabb opposed the whole scheme, and expressed his disapprobation of this ever-lasting tinkering with the salaries of the Judges. When the Judges accept their nominations for the position, and electioneered for their election, they knew what their salaries were to be. Why, he asked, not as well increase the salaries of the Governor, Heads of Departments, and members of the Legislature? He argued at length against the proposition, and declared his determinations to vote against it, if it be the only vote thus cast.

Mr. O'Neil modified his amendment, to increase the salaries of all law Judges who now receive $1 600 to $2,000: those who receive $2,500 to $2,900, and

Mr. Darsie moved to add to increase the salaries of the Judges of the District and Common Pleas Courts of Allegheny county to $2,500.

Mr. Crabb again earnestly opposed the whole scheme; when

The postponement for the present was agreed to. And the Senate adjourned.

We most sincerely hope the effort to raise the salaries of the Judges will succeed. The Judges of the District Court and of the Common Pleas and Quarter Sessions in this county, are compelled to work night and day to keep up the business pressing upon them. Their drudgery is unwearying and excessive, and the compensation they receive is not sufficient for the labor and toil they bestow. It will be impossible to secure men of learning and ability to accept of such positions hereafter, without an increase of salary. and the people will lose more by incompetent men than they will gain by witholding a decent reward. We go for an increase of salary.

THE CONNELLSVILLE ROAD.

All the indications in relation to this noble project are encouraging. The Senate of this State has passed without opposition, a bill to grant the cities of Pittsburgh and Allegheny the right to subscribe to the stock of the company, and there can be no doubt the House will cordially concur. From Baltimore we hear good accounts. The papers have taken hold of the subject in good earnest, and we have no doubt the people will soon give unequivocal evidence of their disposition to aid the work with most liberal subscriptions. The following remarks are from the *Patriot*, introducing an article copied from this paper in relation to the subject:

OUR RAILROADS Connellsville WAY.—The Railroad, which was started some years ago, for the purpose of giving us a direct railroad connection with Pittsburgh, through Connellsville, has been revived, as our readers have seen, from the notices we have published, and with a spirit which leaves no room for doubt that the work will be speedily commenced, and completed at an early day.

This connection with Pittsburgh is important to the trade of this city, and is rightfully regarded by the counties in Pennsylvania, through which the road is to pass, as of deep interest to them. They have therefore, held meetings on the subject, and everywhere the determination is manifested to subscribe liberally towards making the road. Pittsburgh has led off, by subscribing $100 000 to the stock, and the men are at work to obtain the necessary capital—who know no such word as "fail"—and they must succeed.

The road to Pittsburgh will give us a direct connection with Cleveland, on Lake Erie, and will be the means of securing to Baltimore a trade with the northern section of Ohio, which wants such a market as it can find only here. The project, therefore, of making this Connellsville road, from Cleveland to Pittsburgh, deserves the warmest approbation of our citizens, and should receive every encouragement and aid we are in a situation to give.

There is no idea entertained by some that this road, and that to Parkersburg, are in some sense rivals to that to Wheeling. We cannot so regard it. Pittsburgh, Wheeling, and Parkersburg, are nearly ninety miles apart from each other on the Ohio river, and are thus nearly as far apart as New York, Philadelphia, and Baltimore. The lines now at each of these places on the Ohio river run singly for over one hundred miles, through a rich country, before they meet with the Baltimore and Ohio Railroad, and are thus independent channels for the trade of each of them. And this trade will give to these three lines of road enough to do, not only to make them pay as an investment, but to build up and maintain the prosperity of each of the cities on the Ohio to which they run.

It was not as a rival road that the people of Baltimore took up and encouraged the Parkersburg connection. It was for the certain abstract good that would follow from making it, that prompted them to undertake it. And so with the Connellsville road. It goes through a country rich in resources, and reaches to a point that must bring prosperity to it. Let then the road be made, and without any needless delay. This is the admonition of time past—it is the promptings of wisdom, which tells us that no more time should be lost.

FROM WASHINGTON.

Correspondence of the Daily Pittsburgh Gazette.

WASHINGTON, Feb. 17.

Gen. Pierce's arrival—The Cabinet—International Copy Right Convention—Assaults upon Mr Kennedy and the Census Office—Business in Congress—Inauguration Ball.

It is not necessary for me to assure your readers that we are in a state of intense excitement at Washington. The President elect is to arrive this evening. Some say he *has* come; that he is even now lying *perdu* at his quarters near the court end. This I discredit; but I feel bound to give you the latest, whether the truest or not, the rumors respecting the Cabinet have undergone another modification. The one which was positively formed on Saturday last won't do and has worn out. Gen. Pierce saw and consulted with Gen. Cushing and Col. Greene of the Boston Post, on Monday. It is supposed that at this interview Caleb received the awful announcement that the Chief had changed his mind, and determined to transpose him from the head to the tail of the Cabinet, that is from the State Department to the Attorney Generalship. But I know Cushing too well to believe any thing of this. He will be Secretary of State or nothing. Hunter, after all his coquetting will probably take the Treasury. Marcy the Interior; Nicholson or McClelland the Post Office, and so on.

It is stated that a convention between the United States and Great Britain for establishing a mutual copy right in literary property, was signed and communicated to the Senate today. I do not know what side to take in the controversy which I foresee will arise over this matter. There are a good many interesting, amusing, and instructive English books which now enjoy an immense circulation in this country, through cheap republications, which a copy right will place entirely beyond the reach of the million. Perhaps the intellectual enjoyment thus derived ought to be paid for, but I fear such a proposition will strike our population very unfavorably.

The Senate had a very warm debate upon Mr. Kennedy, Superintendent of the Census, yesterday, and refused to increase his salary from $2,500 to $3,000, or rather to admit that construction of law which, in the opinion of the House, would raise it to the last named sum. Many severe but unsupported charges were made against Mr. Kennedy and the management of the office, which produced an effect momentarily unfavorable but will be amply refuted in Mr. K's defence of himself. Having been myself, at one time, an assistant to the Superintendent, I can certify to his fidelity and industry in the discharge of his duties, and also to the fact that a considerable part of the time of a dozen or twenty clerks is consumed in answering calls for information from members of Congress. The appreciation in which the results of Mr. Kennedy's labors is held by Congress, is evinced by the immense numbers of his two annual reports which they have repeatedly ordered to be printed. The minute details might have been compiled and laid before the public in an official shape long ago, had the question of printing been disposed of. It has been reserved until Democratic feuds could be adjusted, and a fat and profitable job made up for the public printer.

In reference to the charges so freely made against him Mr. Kennedy has asked for a committee of investigation.

The House having listened to several pretty lectures from its own members on its manifest neglect of duty, has at length gone to work in earnest. It passed the coinage bill on Tuesday, providing for three dollar pieces, some new silver coins, and a different ratio of valuation between gold and silver. But as the bill is one of much importance, I would advise a re-publication of it, or a more complete synopsis than I am now prepared to make. To-day the civil and diplomatic bill was so far advanced as to secure its passage to-morrow, and we shall probably get through with the whole batch of appropriations next week, leaving the Senate a comfortable margin of several days.

That body is dozing over its several schemes for the Pacific Railroad and the Tehuantepec project, with that happy unconsciousness of the lapse of time which men in dreams always experience. Mr. Brooks, who goes his deathupon Tehuantepec and the rights of the South as connected therewith, congratulated himself, yesterday, that the abolitionism of Messrs. Hale, Seward, and others was arrayed against it; and that it must triumph as a rebuke to "the foul spirit of Abolitionism." That is very well, and if the triumph only comes it will produce a happy state of things at the injured and suffering South. Give me, said Tadpole, a good cry and I will conquer party principles and patriotism. But the Tehuantepec resolution will fail, and the subject will go over with a few other unfinished trifles to the next administration. The fate of the Pacific Railroad will be the same—done to death by much talking and the division of its friends.

A long executive session was held by the Senate this afternoon, at which a message was received withdrawing the nomination of Mr. Badger, and substituting that of some New Orleans lawyer, as associate justice of the Supreme Court. It will be quietly laid on the table.

Though Gen. Pierce has, with good taste and with a feeling of natural sadness, declined all public receptions and parades, the politicians at Washington have resolved to get up a grand inauguration Ball. Cards are out under the names of an imposing array of Honorables and Esquires, and the price of tickets is ten dollars. The first resolution on the subject was to have no ball, but to respect the grief which his late bereavement has brought upon the President elect. It is a pity that it has been reconsidered.

JUNIUS.

WASHINGTON, Feb. 18, 1853.

It is supposed that the President-elect has taken refuge at some private house in Philadelphia or Baltimore, from the importunities of office seekers.

He was to have been here last night, and has not yet reported himself for duty.

The city is filling up with the magnates of the victorious party, the men who claim the cabinet places, missions, chargeships, and the most profitable collection districts and consulships.—Never at Richmond, and may once more induce that legislature to do injustice.

Again I ask, is Pennsylvania disposed to foster Philadelphia by oppressing and sacrificing Pittsburgh? I do not believe it. I believe that our legislature is disposed to do justice, equal justice to all parts of the great Commonwealth. But even if our Legislature were willing to show partiality to one portion of our State and to oppress another; still I think, there are reasons in relation to *the revenue of the Commonwealth* which should operate in our favor in this case.

The Pennsylvania canal has its western terminus at Pittsburgh, and that work is a competitor here for the transportation of all the produce brought here on its way to the seaboard.—It can transport cheaper than railroads, and will, of course, do a fair share of all the transportation hence eastward. The Steubenville road, if the right of way is obtained, will bring hither a large amount of produce brought to Steubenville by the railroad extending westward from that town into the interior of Ohio. If once brought here, our canal will be a large sharer in the profits of its transportation. On the other hand, if Virginia persists in her system of favoritism, and in her unjust policy of granting to one set of her citizens advantages and favors which she refuses to another, then all the produce brought to Steubenville instead of coming to Pittsburgh within the influence of the State canal may descend the river twenty-two miles to Wheeling, and there be sent east by the Baltimore and Ohio railroad.

Now, even supposing for a moment, that our Legislature might be disposed to favor Wheeling and Philadelphia by oppressing Pittsburgh and Brooke county Virginia; yet, surely that body of legislators cannot, for one moment, think of sacrificing the interests of the Commonwealth, to promote the selfish designs of Philadelphia or Wheeling. Yet these two cities now ask Pennsylvania Legislators to sacrifice the interests not only of Pittsburgh, but of the Commonwealth to pamper and fatten them.

It cannot be possible that our legislature will be so recreant to its duty, as to reject the proviso of a just and liberal. One which grants to Wheeling and Philadelphia the authority they ask for, at the same time refuses to other Virginians the poor privilege of making a Railroad five or six miles long through their own lands, at their own expense.

Let the proviso be adopted, Wheeling will at once cease her opposition, and the right of way will at once be granted. There can be no doubt about it. That legislature has lately passed a resolution instructing the Governor to apply to the States of Maryland, Delaware and New Jersey to grant the right of way for a railroad from Norfolk through those States to New York. Should that same legislature refuse a right of way through six miles of her own territory, she will hear of her refusal in tones of thunder when her application comes before the legislatures of those three States.

But that legislature will not refuse, except under the continued influence of Wheeling, and Wheeling opposition will cease the moment the proviso is adopted.

C.

For the Pittsburgh Daily Gazette.

REV. W. HOWARD'S LECTURE.

MR. EDITOR:—In conformity with the expressed desire of many, the Lecture Committee of the "Young Men's Library Association," have invited several ministers of our city to deliver a lecture before them; some have consented to do so, while others have wished for further time, when the invitation will be gratified. It is fondly hoped that this effort to bring before the public, men of acknowledged ability, will be ably sustained by the community, and as evidence of it, let there be a large audience at *Masonic Hall, this evening*, to greet the lecturer.

Hitherto, there has been too much of a disposition to encourage *only* foreign lecturers, while we have men of talent here, who are equal, if not in many instances, superior in ability, to those who reside at a distance. Let us appreciate our men of talent who reside among us, for most assuredly they know our wants best, and can cater accordingly—and farther, they will feel at heart the institution they are fostering, while those who come from abroad *only* care for the revenue they will derive from us.

The divine named, Rev. Mr. Howard, is well known to the community from his long continued exertion in the past, and is still the same, of seeking the welfare of the "Young Men" of our two cities. At stated times, for some months or years past, he has devoted to the improvement of the young men, in the form of a series of lectures. That he has been successful in his efforts, abundant evidence is seen in the large concourse of people who wait upon these *special services* from time to time. One who has spent so much pains to improve the young men of our city, will certainly be fully able to impart a rich entertainment to all who will come and hear him this evening. The subject chosen is a good one, presenting one of the best models of imitation of any in the annals of biography. The illustrious man who will be held up as this model, is every way worthy of all that can be written or said about him. His name will doubtless never be forgotten while time shall last. Once more, let me urge all who may read this, to come yourself, and press others to do likewise. ELISA.

Tuesday, Feb. 22, 1853.

For the Pittsburgh Daily Gazette.

MAINE LIQUOR LAW.

On the evening of Friday the 18th instant, a large public meeting of the inhabitants of the Fifth and Ninth Wards of Pittsburgh was held in the 2nd Reformed Presbyterian Church, in favor of the Maine Law. The Rev. Mr. Fulton was called to the Chair. The Rev. John Nevin was chosen Secretory *pro tem.*

The meeting was opened by prayer by the Rev Mr. Gracey. The Chairman stated the object of the meeting. Eloquent and effective speeches were delivered by J. M. Kirkpatrick, Esq., and the Hon. Wm. B. McClure. The former described the heavy taxation upon the community, and the evils resulting from the licensed traffic of strong drink, stating several very important statistical facts. The latter demonstrated the constitutionality of such an enactment as the Maine Liquor Law, and among other statements, added, that but for the effects of strong drink swelling the amount of crime which has occupied his attention day and night for the last three months, he could have tried every case in *one week*, and that he had never tried a case for murder which had not been superinduced by strong drink.

The Rev. Mr. De Hass moved the adoption of the following resolutions, and the Rev. Mr. Gracey seconded the motion. They were unanimously adopted, and the Secretary authorized to have them published.

Resolved, 1st, That a law such as that known under the name of the "Maine Law," is in accordance with the teachings of the Holy scriptures, from which we derive the only true principles of correct government.

Resolved, 2d, That the right of prohibiting the traffic in strong drink by law is founded on the principle of self-preservation, which is the first law of nature, applicable to states as well as to individuals, and recognized by our Federal constitution; by the decision of the Supreme Court of the United States in 1845; by the law of Congress in 1834, authorizing the *destruction* of liquor in our Indian territories, and by the legislation of all the states for the removal or abatement of nuisances.

Resolved, 3d, That the success of the Maine Law is chiefly attributable to the fact, that it provides for the forfeiture and destruction of the prohibited liquors, and we believe that no law enacted without such a provision, will secure the object desired.

Resolved, 4th, That an effort united, and earnest to obtain the passage of such a law, is a tribute which we owe to weak and erring humanity.

Resolved, 5th, That such a law by arresting a pernicious traffic, and the use of a poisonous beverage would do much to reduce taxation and physical suffering—to save property and secure peace and quietness—to diminish the detection of crime, and the fearful amount of crime—to reform the poor inebriate, and especially to secure the young from becoming such.

Resolved, 6th, That as men, as Americans, and as Christians, we feel constrained by the principles of philanthropy, patriotism, and Christianity to call on our legislature, to enact without delay an efficient prohibitory liquor law for Pennsylvania.

After a vote of thanks to the gentlemen who addressed the meeting, and prayer by the Rev. Mr. De Hass, the meeting adjourned evidently determined to carry their resolutions into effect.

JOHN NEVIN, Secretary.

For the Pittsburgh Daily Gazette.

MR. WHITE:—I have read, with pleasure the remarks in your paper, in reply to the ridiculous and ill natured comments of the Washington Reporter, on the subject of the condition in the law authorizing the Councils of Philadelphia to subscribe to the Hempfield Road. Surely Pittsburgh is in Pennsylvania as much as is Philadelphia, and Holidays's Cove is as much in Virginia as is Wheeling. Why then should the Virginia Legislature persist in denying to the Cove the same privilege she has heaped in superabundant measure upon Wheeling? Does the Old Dominion repudiate the noble doctrine of equal rights and exact justice to all her citizens? Does she mean to foster and pamper one portion of her tax-payers, and at the same time act the part of a harsh step-parent to another portion, who are equally deserving, but not quite so pertinacious and importunate in their applications for legislation? I cannot for a moment suspect that State of such injustice in her feelings towards different portions of her own citizens; but Wheeling has always possessed undue influence at Richmond, and may once more induce that legislature to do injustice.

Again I ask, is Pennsylvania disposed to foster Philadelphia by oppressing and sacrificing Pittsburgh? I do not believe it. I believe that our legislature is disposed to do justice, equal justice to all parts of the great Commonwealth. But even if our Legislature were willing to show partiality to one portion of our State and to oppress another; still I think, there are reasons in relation to *the revenue of the Commonwealth* which should operate in our favor in this case.

The Pennsylvania canal has its western terminus at Pittsburgh, and that work is a competitor here for the transportation of all the produce brought here on its way to the seaboard.—It can transport cheaper than railroads, and will, of course, do a fair share of all the transportation hence eastward. The Steubenville road, if the right of way is obtained, will bring hither a large amount of produce brought to Steubenville by the railroad extending westward from that town into the interior of Ohio. If once brought here, our canal will be a large sharer in the profits of its transportation. On the other hand, if Virginia persists in her system of favoritism, and in her unjust policy of granting to one set of her citizens advantages and favors which she refuses to another, then all the produce brought to Steubenville instead of coming to Pittsburgh within the influence of the State canal may descend the river twenty-two miles to Wheeling, and there be sent east by the Baltimore and Ohio railroad.

Now, even supposing for a moment, that our Legislature might be disposed to favor Wheeling and Philadelphia by oppressing Pittsburgh and Brooke county Virginia; yet, surely that body of legislators cannot, for one moment, think of sacrificing the interests of the Commonwealth, to promote the selfish designs of Philadelphia or Wheeling. Yet these two cities now ask Pennsylvania Legislators to sacrifice the interests not only of Pittsburgh, but of the Commonwealth to pamper and fatten them.

It cannot be possible that our legislature will be so recreant to its duty, as to reject the proviso of a just and liberal. One which grants to Wheeling and Philadelphia the authority they ask for, at the same time refuses to other Virginians the poor privilege of making a Railroad five or six miles long through their own lands, at their own expense.

Let the proviso be adopted, Wheeling will at once cease her opposition, and the right of way will at once be granted. There can be no doubt about it. That legislature has lately passed a resolution instructing the Governor to apply to the States of Maryland, Delaware and New Jersey to grant the right of way for a railroad from Norfolk through those States to New York. Should that same legislature refuse a right of way through six miles of her own territory, she will hear of her refusal in tones of thunder when her application comes before the legislatures of those three States.

But that legislature will not refuse, except under the continued influence of Wheeling, and Wheeling opposition will cease the moment the proviso is adopted.

C.

From the Cumberland Journal.

CONNELLSVILLE RAILROAD—PUBLIC MEETING.

Pursuant to public notice, the citizens of Cumberland met at the Council Chamber on Saturday evening, the 12th instant.

On motion, James Smith, Esq. was appointed President, F. B. Tower and Daniel Blocher, Esqs., Vice Presidents, and Franklin Reynolds, Esq Secretary of the meeting.

The call of the meeting was then read, and its object explained to be to consider the propriety of taking steps to promote the extension of the Connellsville Railroad to the town of Cumberland, and, if necessary, to ask the proper action of the Legislature of the State on the subject.

A deep and universal interest was manifested on the subject, and a number of gentlemen addressed the meeting, setting forth the manifold advantages the town of Cumberland would derive from the construction of the road, and the necessity of energetic action on the part of its citizens in relation to the matter. Among the gentlemen who thus spoke, were Messrs. G. H. Ohr, J. H. Gordon, Henry Bruce, Geo. A. Pearre, W. W. McKaig, C. B. Thruston and others, all of whom commentated important and interesting information in relation to the contemplated railroad.

Various suggestions were then made as to the proper course for the meeting to pursue, it being evidently the sole object of all present to adopt the plan of action that would most certainly advance the object in view. Finally, W. W. McKaig, Esq., offered the following resolutions, which were unanimously adopted:

Resolved, That this meeting heartily approve of the contemplated construction of a Railroad from Pittsburg, by the Connellsville route, to the town of Cumberland, and that we will cordially unite with the friends of the road in Pennsylvania in constructing the same.

Resolved, That this meeting pledge to the friends of the road in Pennsylvania, that the town of Cumberland and County of Allegany, will insure the construction of said road from Cumberland to the Pennsylvania line.

J. H. Gordon, Esq., then offered the following resolution, which was unanimously adopted:

Resolved, That a committee of ten be appointed by the President to report at an adjourned meeting of the citizens of Cumberland, to be held on the third of March next, all the information it may be able to collect in regard to the route of the said Railroad, the means of construction, and the necessity of any further legislation on the part of the state.

The President then appointed the following committee in accordance with the last resolution:

Messrs. J. H. Gordon, W. W. McKaig, Archibald Cary, Henry Bruce, Geo. A. Pearre, C. B. Thruston, J. B. H. Campbell, John Beall, M. P. O'Hern, Dr. C. H. Ohr.

The meeting then adjourned with many manifestations of enthusiasm on the part of those present in relation to to the proposed Railroad connexion.

JAMES SMITH, President.

F. B. TOWER, } Vice Presidents.
D. BLOCHER, }

FRANKLIN REYNOLDS, Secretary.

In the Virginia House of Delegates on Thursday, bills were reported for running and marking the Eastern and Western Boundary lines between Virginia and Maryland. This line has long been a matter of contention between the two States, and it is to be hoped Virginia will authorise the Commissioners to examine the subject without restriction. Maryland has always claimed that her boundary was along the longest branch of the Potomac, but Virginia would never consent to enter upon the examination of the respective titles of the two States except on the condition that the survey should be commenced at the stone planted by Lord Fairfax, which it is contended is not on the branch of the Potomac, which Maryland claims as her true boundary.

THE SUBURB TRADE IN PHILADELPHIA.—A CHESTNUT OPENING.—The Spring Trade is in full activity. The Forwarding Lines are as busy as bees, while many of our leading houses find it necessary to keep their gas lights burning until after midnight. Market Street and other well known thoroughfares present a goodly array of bales and boxes, while our hotels and boarding houses are rapidly filling up. The manufacturing establishments in the suburbs are also actively employed, and every steamer or sailing vessel that arrives from Europe, contributes to the stocks of foreign goods. The Pennsylvania Railroad is in first rate order throughout the entire length of its route, and the water will be let into the canal on the 1st of March, if not sooner. Such of the Merchants from South and West as have arrived, have paid up promptly their old accounts, and also have made liberal purchases. Quite a number of strangers have visited us, who are here for the first time for several years, having been attracted as well by the increased accommodations of the city, as by the improved facilities of travel and transportation.—*Phil. Ency.*

☞ WINES, &c—Persons wishing to purchase FOREIGN WINES AND LIQUORS of all descriptions, pure as *imported*, can obtain them, at the lowest prices, at the Wine Store of JAMES E. JONES, Jr., Market and Front streets.

☞ We believe Nature has provided a remedy for every disease which flesh is heir to. KIER'S PETROLEUM or ROCK OIL, put up as it flows, from the great laboratory, concealed deep in the bowels of Mother Earth, is, without doubt, one of the greatest of these remedies. Read the following testimony, given by a grateful parent:

PLEASANT VALLEY, Ohio, Sept. 15, 1851.

Mr. S. M. Kier—dir: I have sold all your Petroleum or Rock Oil, some two months past, and have been looking for your agent to get a further supply. I could have sold some dozen more. We have found the Oil very excellent in Fits and Dyspepsia. My daughter at the time your agent was here, was lying very low with the fluxt; I gave her a teaspoonful, and in three hours gave a second, and the flux stopped, and she recovered immediately. It is also an extraordinary remedy for Corns and Inflamed Eyes, Old Sores, and Rheumatism, and for the Piles; some have been cured of long standing. Yours, with respect, ISAAC BUTLOW.

For sale by all the druggists in Pittsburgh.

☞ [Parers advertising Petroleum please copy.]

☞ See Advertisement of Morse's Cordial, on outside page.

☞ MERCHANDISE OF EVERY DESCRIPTION INSURED, upon the most favorable terms against Loss or Damage by THE PERILS OF NAVIGATION, by Marine or Inland Routes, between Eastern Cities and all parts of the Mississippi Valley, and upon the Western Waters.

FIRE RISKS also taken as usual, upon all kinds of Insurable Property, at moderate rates of Premium, by GEORGE K. ARNOLD, Agent for Pittsburgh and Allegheny County. 6-5:1m

☞ CLEAVER'S HONEY SOAP, which attracted so much attention at the World's Fair, are now offered to the citizens of Pittsburgh and Allegheny Cities, at the Proprietors prices, wholesale and retail. This soap is particularly adapted to those troubled with chapped hands in Winter. J. KIDD & CO., Agents, 6d21 Sole Proprietors, 8 Wood street.

DIED,

At the residence of T. S. Wharton, Esq., New Orleans, January 21st, JAMES S., son of Lt. Jas. Ketchum, in the 15th year of his age.

The friends of the family are invited to attend the funeral, from his father's residence, on North Canal street, Allegheny, on WEDNESDAY, the 23d instant, at 2 o'clock P. M.

☞ At the next meeting of the HORTICULTURAL SOCIETY, at their ROOM in BURKES' BUILDING, on 24 March, the usual Premiums will be offered for the best Fruits, Vegetables, Plants, and Bouquets. By order of the Committee.

fs22:3ds J. CHISLETT, Chairman.

CARR, GIESE & CO.,

Produce Commission Merchants,

NOS. 23 AND 25 SOUTH WATER STREET, BALTIMORE.

LIBERAL cash advances on consignments.—We have the advantage of the Railroad in the rear of our Warehouses, and a deep dock in the rear. REFER TO

John Clark, Esq., President Citizens' Bank,
A. P. Hice, Esq., Cashier Franklin Bank,
Messrs. J. G. Wilson & Co.,
Messrs. Drake's & Fenton.

fs22:d3m

Removal.

PENNSYLVANIA RAILROAD DEPOT

—On and after MONDAY EVENING next, Feb 21st, the passenger Trains of the Pennsylvania Railroad will start from the NEW DEPOT, on the corner of Eighth and Liberty streets.

Pittsburgh, February 19, 1853. fs22:d1w

IMPORTANT TO HOUSEKEEPERS.

SOMETHING better and more economical than Soda, Cream Tartar, or any other preparation for raising food for Baking—DURKEE'S GERMAN YEAST, or BAKING POWDER, for raising Bread, Biscuit, Fried, Griddle and Johny Cakes, Puddings, Pot-Pies, Corn Bread, Sweet Cakes, Apple Dumplings, Pastry, &c. &c. This article is one that every Housekeeper, Hotel, Boarding House, Sailing Saloon, Ship, Steamboat, Vessel, Camp Party, &c., will find, upon a careful trial, to be the very thing needed every single day of their existence.

Its most important advantages over the old system, are: 1. It saves the expense of milk, eggs, shortening, spoiled bread, and the trouble and expense of procuring good yeast—water only being necessary.

2. No time is required for the dough to rise before baking; consequently bread may be made in a few minutes.

3. A cake can always be had upon having light, sweet, tender and relishable bread and biscuit, whether the flour be of the best quality or not.

4. Bread made by this process is much more nutritious, easier of digestion, better fitted for a weak stomach, sweeter, whiter and lighter, than when made with yeast.

5. The bread made by fermentation, does not afford the same amount of nourishment to the system, that it does when made with this compound; because the vegetable acid contained in fermented bread, prevents the proper action of the gastric fluid upon it, and consequently, a part only goes to nourish the body, while the acids tend to produce dyspepsia and its attendant evils.

This article has been thoroughly tested, and is universally liked. When used according to the directions it is warranted to suit.

☞ Be careful to ask for DURKEE'S BAKING POWDER, and take no other, and you will not be deceived. Principal office, 139 Water street, New York. Sold by the best grocers and druggists generally.

HAYES & BAKER, Agents in Pittsburgh. fs22:1y

OHIO AND PENNSYLVANIA RAILROAD OPEN TO LOUDONVILLE.

ON and after TUESDAY, Feb. 22d, 1853, the MAIL PASSENGER TRAIN, will leave Pittsburgh at 8 A. M., will run to Loudonville, Ashland county, Ohio, arriving there at 5 P. M., returning, will leave Loudonville at 7½ A. M. and reach Pittsburgh at 4½ P. M. For tickets, apply to GEORGE PARKIN, Ticket Agent, Federal street Station. Pittsburgh, February 21, 1853. fs22

For Sale.

THE LEASE, FURNITURE and FIXTURES of a large, commodious, and well established HOTEL, desirably located in a business part of this city. The House has recently been thoroughly renovated, and is in good order. It commands a good share of patronage from Pennsylvania, Delaware, New Jersey, and other states, and is doing a good and increasing business. Information of the place, and conditions, can be had by addressing, "Hotel," Ledger Office, Philadelphia. fs22:w4t

CLOVER SEED—30 bbls. rec'd and for sale by SHRIVER, DILWORTH & CO. fs22 Nos. 139 and 122 Second street.

TIMOTHY SEED—15 bbls. rec'd and for sale by [fs22] SHRIVER, DILWORTH & CO.

BEANS—30 bbls. rec'd and for sale by fs22 SHRIVER, DILWORTH & CO.

BULK PORK—25,000 lbs. rec'd and for sale by [fs22] SHRIVER, DILWORTH & CO.

DRY APPLES—400 bus. rec'd and for sale by [fs22] SHRIVER, DILWORTH & CO.

LARD—40 bbls., 20 kegs, and 10 jars No. 1 Lard, rec'd and for sale by fs22 SHRIVER, DILWORTH & CO.

GREEN APPLES—40 bbls., a prime article, rec'd and for sale by SHRIVER, DILWORTH & CO. fs22

BUTTER—20 bbls. fresh Roll and 35 jars Family, rec'd and for sale by SHRIVER, DILWORTH & CO. fs22 Nos. 139 and 122 Second street.

PLANK ROAD LUMBER—100